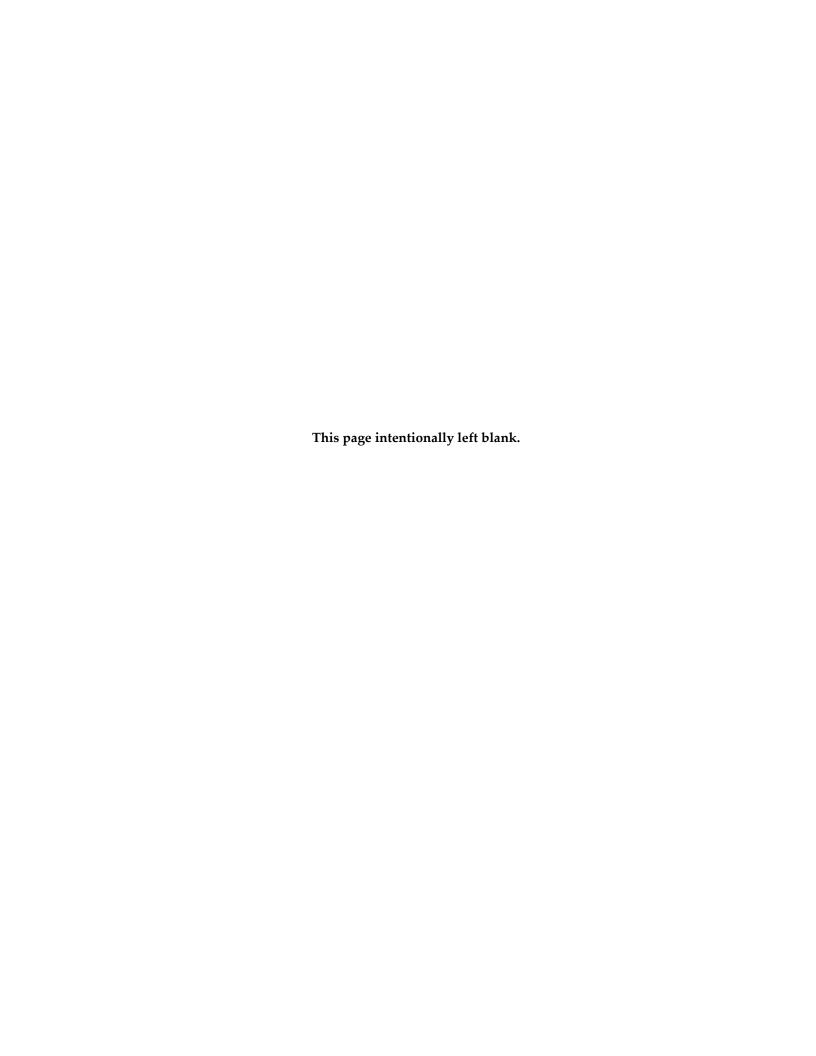
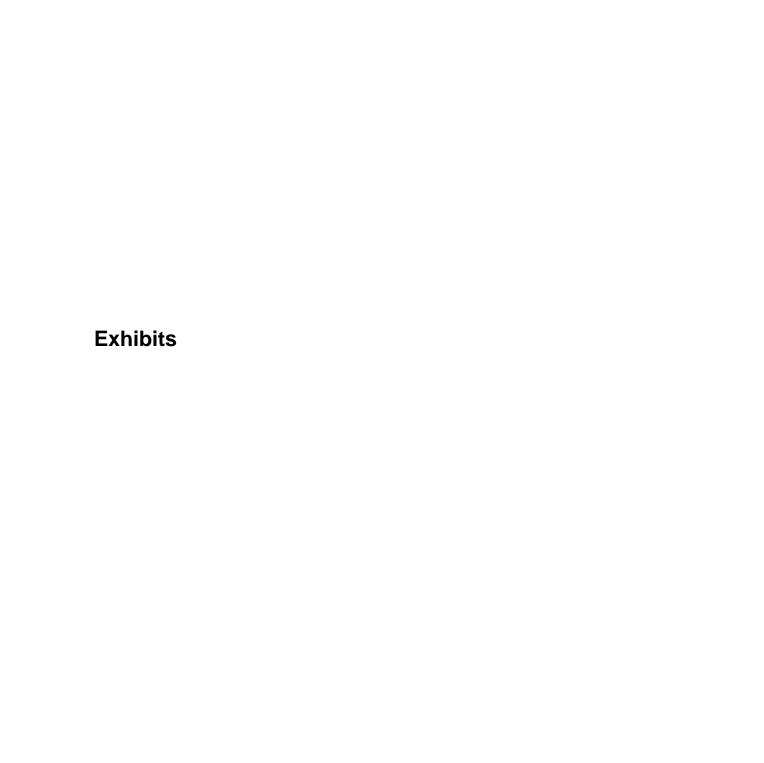
Appendix N3

Public Meeting #3 Summary Report

Part 3 of 4





WELCOME!

Public Meeting #3

US 281 Environmental Impact
Statement (EIS)

5:30 PM – 9:00 PM Thursday, April 29, 2010



Registration and Information

- Please Sign In -
- Pick Up Your Information Packet
- Tour the Exhibits at Your Own Pace
- Join us for the Presentation at 7:00 P.M.
- Participate in the Small Group Work Sessions from 7:30 P.M. - 9:00 P.M.
- Please Record and Submit Your Comments



How to Record and Submit Your Comments

At the Meeting:

- Fill out a comment card and drop in the comment box and/or
- Give your comments verbally to the Court Reporter

After the Meeting:

- Submit comments (through Monday, May 10, 2010)
 - Fax to (210) 495-5403
 - E-mail to US281EIS@AlamoRMA.org
 - Website www.411on281.com/US281EIS
- Mail written comments (through Monday, May 10, 2010)
 to:

US 281 EIS Team

Alamo Regional Mobility Authority

1222 N. Main Avenue, Suite 1000

San Antonio, Texas 78212

The presentation and exhibits from tonight's meeting are available for download at www.411on281.com/US281EIS



BACKGROUND INFORMATION

AGENCIES INVOLVED IN THE EIS PROCESS

LEAD AGENCIES:

- Federal Highway Administration
- Alamo Regional Mobility Authority
- Texas Department of Transportation

INVITED COOPERATING AND PARTICIPATING AGENCIES:

- Federal Transit Administration
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Services
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife
- U.S. Department of the Interior
- Native American Tribes (multiple)
- Texas Historical Commission
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Bexar County
- City of San Antonio
- Comal County
- City of Bulverde
- Edwards Aquifer Authority
- San Antonio Water System
- San Antonio River Authority
- San Antonio-Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit
- Alamo Area Council of Governments
- Bexar Metropolitan Water District
- Camp Bullis



WHAT IS NEPA?

The National Environmental
Policy Act (NEPA) requires
agencies to undertake an
assessment of the environmental
effects of their proposed actions
prior to making decisions. Two
major purposes of the
environmental review process are
better informed decisions and
citizen involvement both of which
should lead to implementation
on NEPA's policies.

In 1969, the Congress declared "that it is the continuing policy of the Federal Government, in cooperation with the State and local governments, and other concerned public and private organizations, to use all practicable means and measures ...to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

Excerpts from: A Citizen's Guide to the NEPA, December 2007



WHAT IS NEPA?

NEPA's National Objectives:

- Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
- 2. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
- Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
- Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
- Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
- 6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

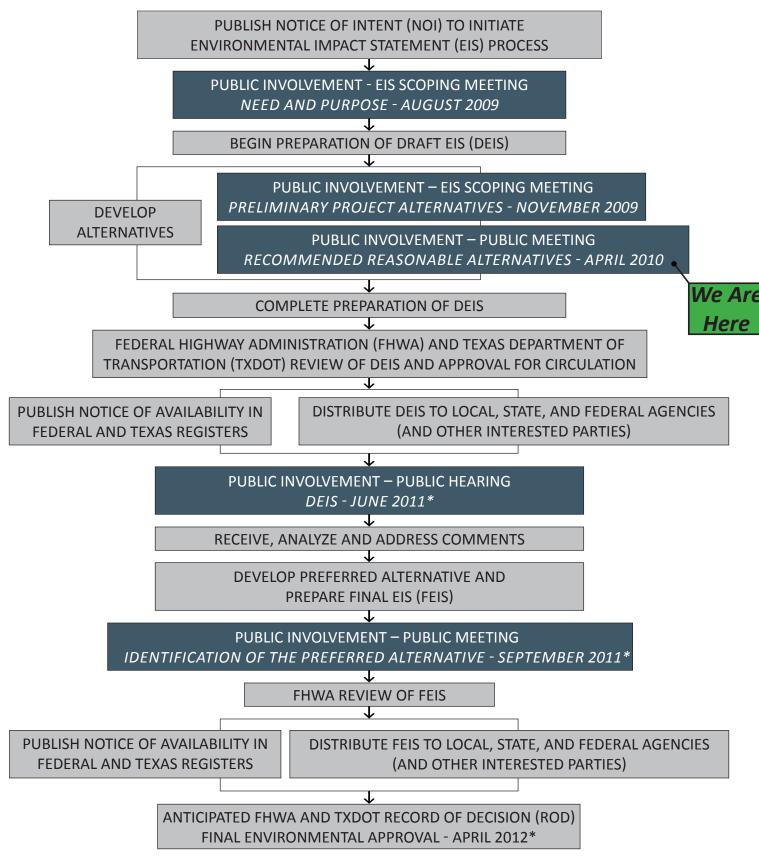
The Congress recognizes that each person should enjoy a *healthful environment* and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.

Excerpts from: A Citizen's Guide to the NEPA, December 2007



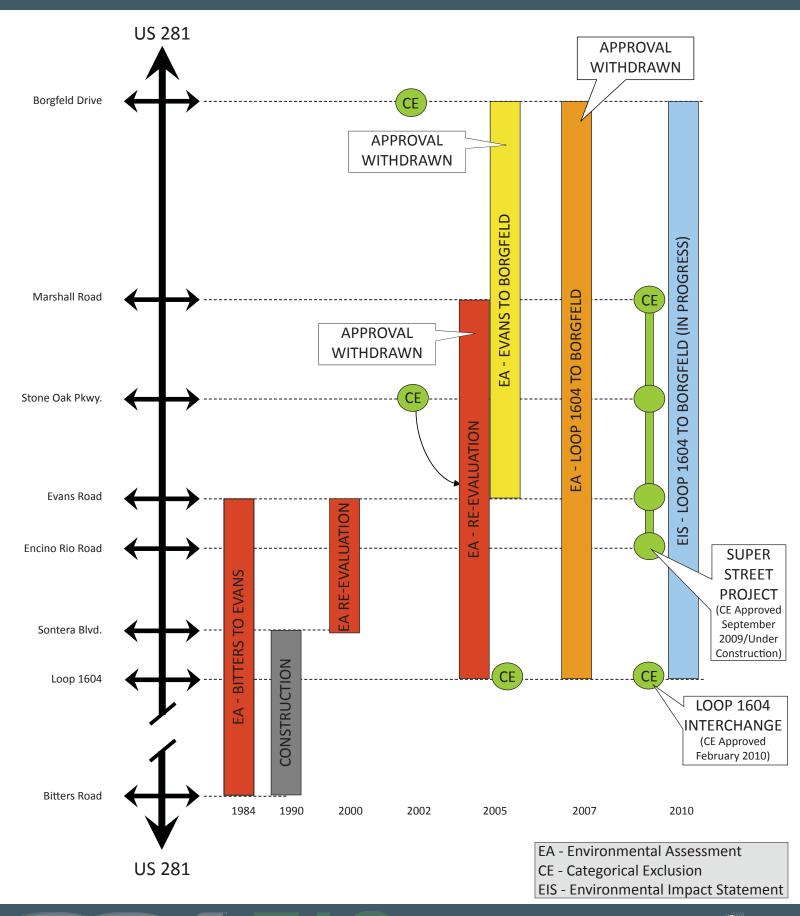
ENVIRONMENTAL IMPACT STATEMENT PROCESS



* Approximate Dates



HISTORY OF US 281 ENVIRONMENTAL DOCUMENTATION



FACTORS BEING CONSIDERED IN THE DRAFT EIS

- Land Use Impacts
- Farmland Impacts
- Social Impacts including Environmental Justice (includes tolling analysis)
- Relocation Impacts
- Economic Impacts (includes tolling analysis)
- Transportation Impacts
- Multi-Agency Planning (i.e. coordination with VIA Metropolitan Transit)
- Considerations Relating to Pedestrians and Bicyclists
- Air Quality Impacts
- Noise Impacts
- Geology/Soils
- Avoid/minimize adverse water quality Impacts

- Wetland Impacts
- Water Body Modifications
- Floodplain Impacts
- Vegetation Impacts
- Wildlife Impacts
- Threatened or Endangered Species
- Historic and Archeological Impacts
- Hazardous Waste Sites
- Visual Impacts
- Energy
- Construction Impacts
- Indirect Impacts
- Cumulative Impacts
- Mitigation and Permit Requirements
- Public Involvement



WHAT IS A NEED AND PURPOSE STATEMENT?

The Need and Purpose
Statement explains why an action is necessary and what purpose the action will serve. The Statement serves as the basis for identifying and evaluating preliminary alternatives that meet the Need and Purpose.

Excerpts from: A Citizen's Guide to the NEPA, December 2007

Need and Purpose:

SAFETY

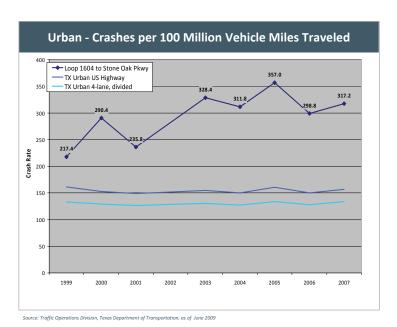
GROWTH

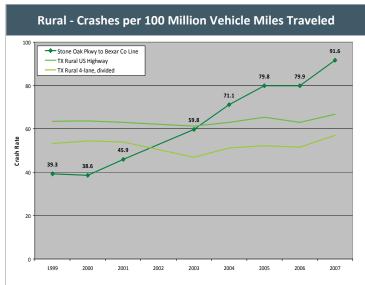
FUNCTIONALITY

QUALITY OF LIFE



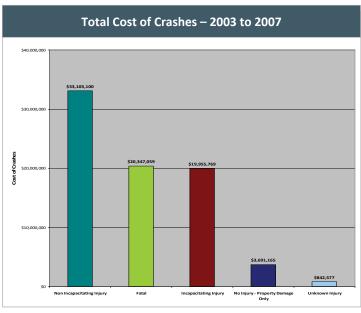
SAFETY



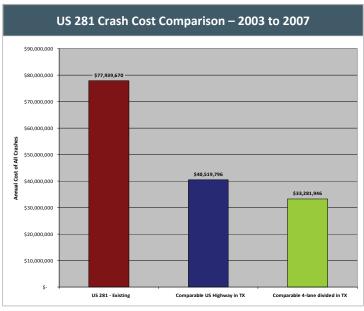


Source: Traffic Operations Division, Texas Department of Transportation, as of June 2009

The crash rate on US 281 is substantially higher than the Statewide average





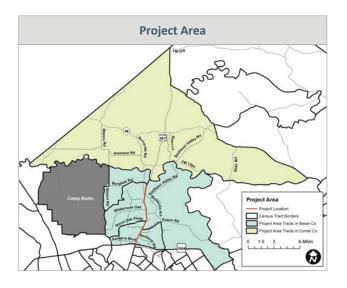


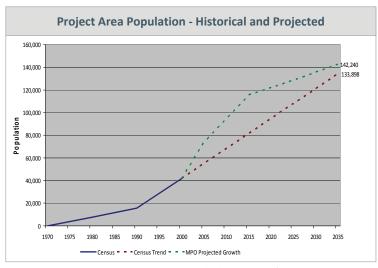
Source: Texas Department of Transportation, as of June 2009 and American Association of State Highway and Transportation Officials, as of 2006

The cost of crashes on US 281 was almost twice as much as an average US Highway in Texas



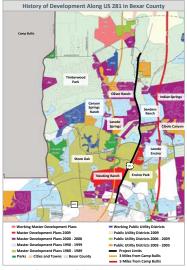
GROWTH

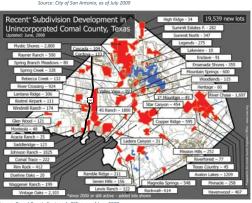




ource: US Census Bureau, 1970, 1980, 1990 & 2000 & San Antonio-Bexar County Metropolitan Planning Organization, as of June 2009

The population in the project area is estimated to more than double by the year 2035

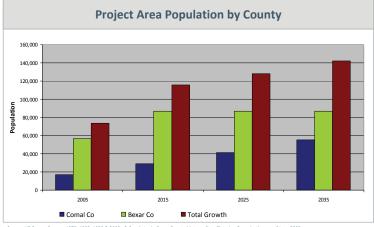




Growth of	Residential De	velopment
	Along US 281	
Number of New	Lots * (Annual)	% Change
Comal County		
2004	3,301	
2008	9,602	
2004 to 2008 – Cor	nal County	190.9 %
Bexar County		
2004	4,036	
2006	5,092	
2004 to 2006 – Bex	ar County	26.1 %

* Lots in Bexar County assume 2.19 lots per acre Source: City of San Antonio, as of 2006 & Comal County Engineer's Office, as of June 2008

Historical Population Growth – US Census					
1990 – 2000	110.2%				
Comal County					
1990 – 2000	208.6%				
Bexar County					
1990 – 2000	169.5%				
Total Growth					
MPO Projecte	d Growth				
2000 – 2035	328.4%				
Comal County					
2000 – 2035	200.5%				
Bexar County					
2000 – 2035	240.1%				
Total Growth					



Source: US Census Bureau, 1970, 1980, 1990 & 2000, & San Antonio-Bexar County Metropolitan Planning Organization, as of June 200

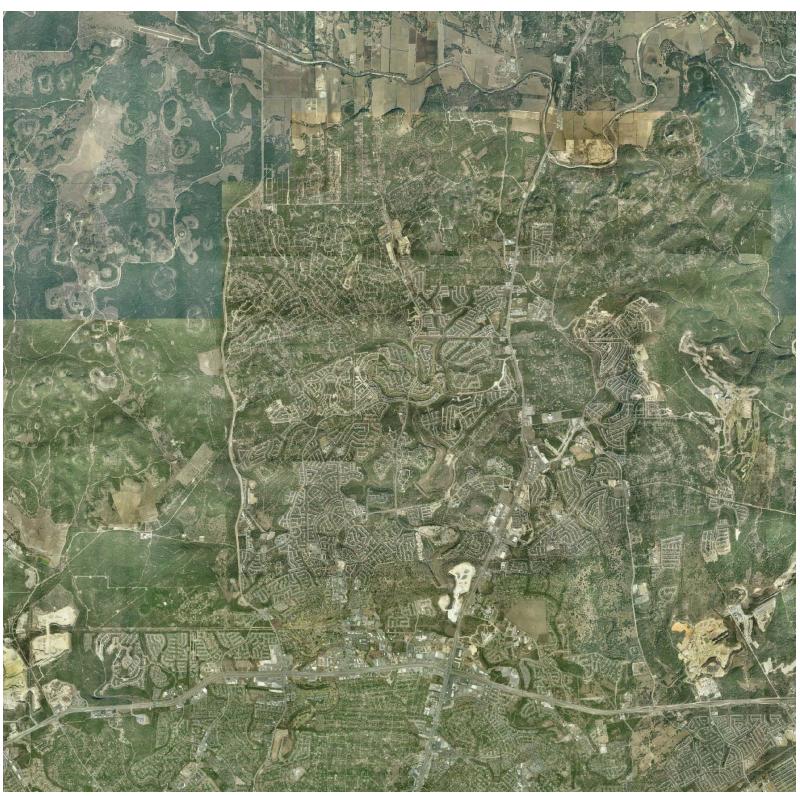
More than half of the growth by 2035 is expected to be in Comal County



LAND DEVELOPMENT IN THE US 281 CORRIDOR - 1973



LAND DEVELOPMENT IN THE US 281 CORRIDOR - 2009

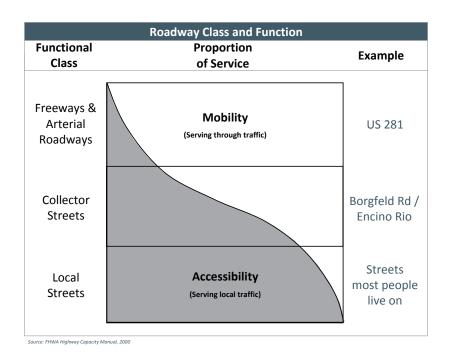


Source: City of San Antonio



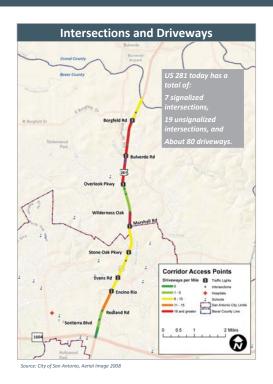


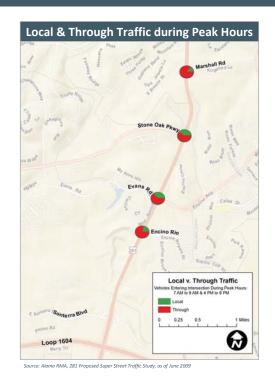
FUNCTIONALITY





US 281 is classified as an arterial roadway to provide mobility through the corridor. However, recent land development trends have increased local traffic resulting in a conflict between mobility and accessibility.





Marshall Road				
Local	935	14%		
Through	5,952	86%		
Total	6,887	100%		

Stone Oak Pkwy				
4,785	41%			
6,985	59%			
11,770	100%			
	4,785 6,985			

Evans Road						
Local 4,530 37%						
Through	7,770	63%				
Total 12,300 100%						

Er	Encino Rio				
Local	2,796	20%			
Through	10,955	80%			
Total	13,751	100%			

FUNCTIONALITY





Level of Service



Level of Service C



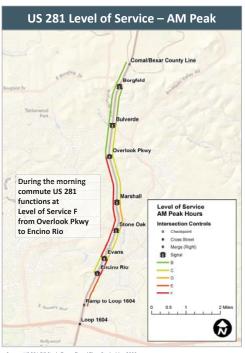
Level of Service



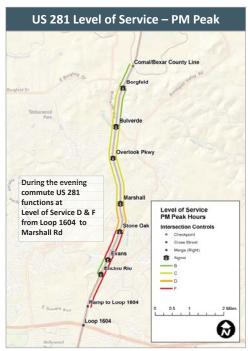
Level of Service



Level of Service

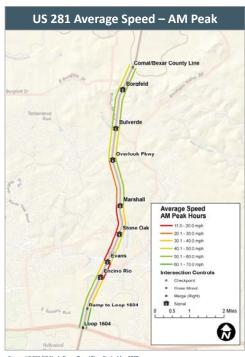


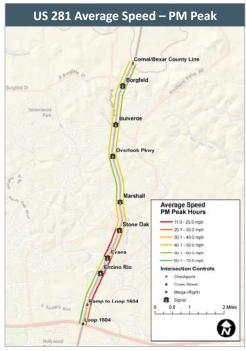
Source: US 281 EIS Study Team, Travel Time Study, May 2009



Source: US 281 EIS Study Team, Travel Time Study, May 2009

During Peak Hours US 281 experiences diminished Level of Service and slow Average Speed



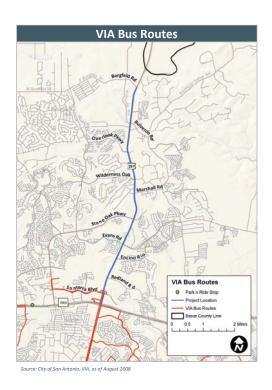


Source: US 281 EIS Study Team. Travel Time Study. May 2009



QUALITY OF LIFE







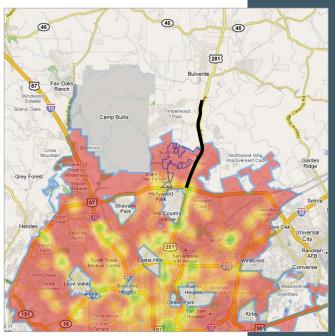
Source: City of San Antonio, as of January 2004

There are limited facilities for alternative modes of transportation along US 281

How "Walkable" Is the US 281 Corridor?						
Street	Walk Score*	Sidewalks	Crosswalk at US 281			
Borgfeld Rd	20	No	No			
Bulverde Rd	9	No	Yes			
Overlook Pkwy	6	Yes	No			
Wilderness Oak	5	Yes	No			
Marshall Rd	12	No	No			
Stone Oak Pkwy	20	Yes	No			
Evans Rd	25	Yes/Part	No			
Encino Rio	55	Yes	No			
Redland Rd	22	No	No			
Sonterra Blvd	77	Yes/Part	Yes			
City of San Antonio	45					

^{*} Walk Score is out of 100 based on proximity to amenities.

90 – 100	Most errands can be accomplished on foot and many people get by without owning a car.
70 – 89	It's possible to get by without owning a car.
50 – 69	Some stores and amenities are within walking distance, but many everyday trips still require a car.
25 – 49	Only a few destinations are within walking range. For most errands, driving is a must.
0 – 24	Virtually no neighborhood destinations are within walking range.



Source: www.walkscore.com & Google Maps, Street View, as of July 2009



QUALITY OF LIFE

The annual hours of delay on US 281 and the cost of congestion are expected to increase 172% from 2006 to 2014

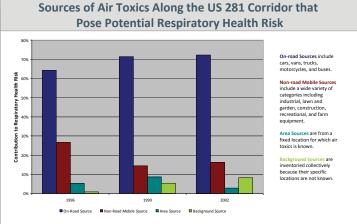
US 281 at 11:30 am on June 12, 2009





Southbound looking North

Southbound looking South



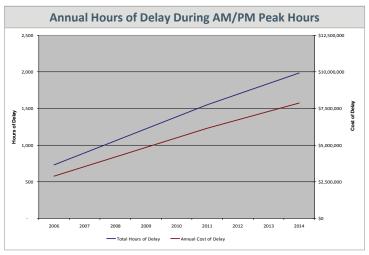
ource: EPA - National-Scale Air Toxics Assessment, 1996, 1999 & 2002

Harmful On-Road emissions are expected to increase by 27% from 2006 to 2014

Total Annual Cost of Vehicle Emissions*								
Emission Type	2006		2011		2014		Percent Change (2006-2014)	
Nitrogen Oxides	\$	170,720	\$	223,122	\$	250,150	46.5%	
Volatile Organic Compounds	\$	162,535	\$	212,376	\$	238,399	46.7%	
Carbon Monoxide	\$	34,058	\$	44,483	\$	49,899	46.5%	
Total	\$	367,313	\$	479,981	\$	538,448	46.6%	

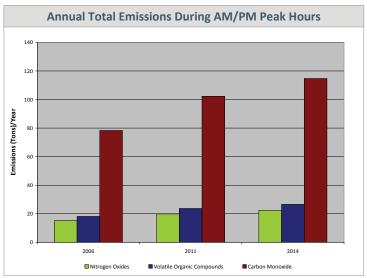
^{*} Costs are calculated using expenses related to health, ecological, and aesthetic degradation

Note: Future Emissions and Associated Costs are based on 2006 emission factors and do not reflect more recent policy incentives, such as the 'Cash for Clunkers' program, or technological advancement in the automotive industry that could reduce mobile sources of air pollution.



Source: Alamo RMA, 281 Proposed Super Street Traffic Study, as of June 2009

On-road vehicles are a substantial source of air toxics that pose potential respiratory health risk along US 281



Source: Alamo RMA, 281 Proposed Super Street Traffic Study, as of June 2005

Total vehicle emissions cost along the US 281 corridor is expected to increase over 46% in health, ecological and aesthetic expenses by 2014



US 281 EIS Public Involvement Over the Past Year

• Public Scoping Meetings

- Public Scoping Meeting #1 Need and Purpose for Improvements for US 281 (August 27, 2009)
 - · Attended by 135 people
 - Final Meeting Report Now Available!
- Public Scoping Meeting #2 Preliminary Alternatives (November 17, 2009)
 - Attended by 130 people
 - Final Meeting Report In the Works!





Community Advisory Committee

 A Community Advisory Committee has been formed that is comprised of representative groups that live or

work along the US 281 corridor to provide input and feedback for the development of long-term mobility solutions in the US 281 corridor. This group has met three times over the past year:



- August 20, 2009
- November 4, 2009
- April 7, 2010

Members of the Community Advisory Committee include:

- Alamo Area Council of Governments
- Alamo Sierra Club
- Aquifer Guardians in Urban Areas
 BexarMet
- BexarMe
- Big Springs Homeowners Association
 Camp Bullis/Fort Sam Houston
- Camp Bullis/Fort Sam Houston
 Cavalo Creek Homeowners Association
- Cibolo Canyons Resort Community, Inc.
- Comal County
- District 9 Neighborhood Alliance
- Emerald Forest Homeowners Association
- Encino Park Homeowners Association
- Greater Edwards Aquifer Alliance
- Greater San Antonio Builders Association
 Lookout Canyon Property Owners Association

- Methodist Stone Oak Hospital
- Mountain Lodge Homeowners Association
 North San Antonio Chamber of Commerce
- Northeast ISD
- Professional Engineers in Private Practice
- Real Estate Council of San Antonio
- San Antonio Toll Party
- San Antonio Water SystemStone Oak Business Owners Association
- Stone Oak Property Owners Association
- Summerglen Homeowners Association
- Texans Uniting for Reform and Freedom
- Timberwood Park
- VIA Metropolitan Transit Authority

• Peer Technical Review Committee

 The Federal Highway Administration, the Alamo Regional Mobility Authority and the Texas Department of Transportation have created a Peer

Technical Review
Committee to provide a range of expertise at key coordination points throughout the EIS process. This group has met two times over the past year:



- November 10, 2009
- March 25, 2010

Members of the Peer Technical Review Committee include:

- Federal Highway Administration
- Alamo Regional Mobility Authority
- Texas Department of TransportationU.S. Army Corps of Engineers
- U.S. Army Corps of Engineers
 U.S. Fish and Wildlife Service
- Texas Parks and Wildlife Department
- Texas Commission on Environmental Quality
- Edwards Aguifer Authority
- Bexar County
- San Antonio Bexar County Metropolitan Planning Organization
- VIA Metropolitan Transit
- VIA Metropolitan Transit
 San Antonio Water System
- City of San Antonio



WHAT ARE THOSE BLACK BOXES HOLDING UP THE EXHIBITS?

Stormwater Management

They're called "Rain Tanks", used to create underground, modular infiltration systems that aid in managing stormwater run-off, reducing pollutants entering surface waters, recharging local aquifers and



Rain Tanks – used at US 281 Public Scoping Meetings 1 & 2

relieving pressure on existing stormwater systems.

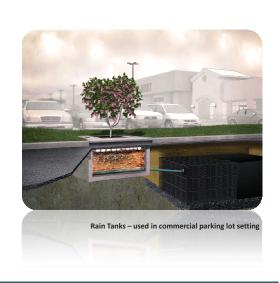
In addition to the environmental benefits, this filtration system is underground, creating more useable surface area and an enhanced aesthetic setting compared to typical aboveground concrete structures and stormwater ponds. Rain Tanks are an example of a highly efficient option for stormwater management and low impact, cost effective development.



Benefits of Rain Tanks

- Flexible & Lightweight
- Strong & Durable Structure
- Environmentally Friendly
- Cost Effective
- Maintenance Free Tank
- High Infiltration
- Alleviates Mosquito Infestation

These Rain Tanks were generously donated by *Construction Eco Services* to use for the US 281 EIS public meeting displays. After the public meetings this evening, the Rain Tanks will be used at San Antonio project sites to provide stormwater management and improved water quality.





OVERPASS/EXPANSION ALTERNATIVE

RECOMMENDED REASONABLE ALTERNATIVES TO BE CARRIED FORWARD INTO DRAFT EIS

US 281 and Evans Rd

ALTERNATIVE 1: OVERPASS / EXPANSION (NON-TOLL)

Preliminary and Subject to Change



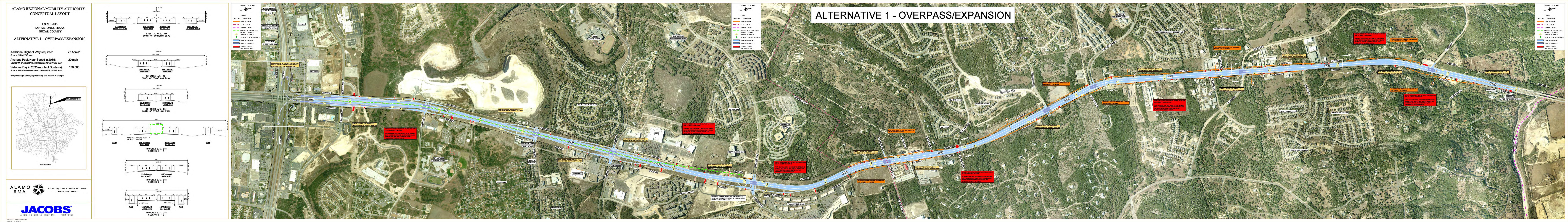
US 281 and Marshall Rd

ALTERNATIVE 1:
OVERPASS / EXPANSION
(NON-TOLL)

Preliminary and Subject to Change







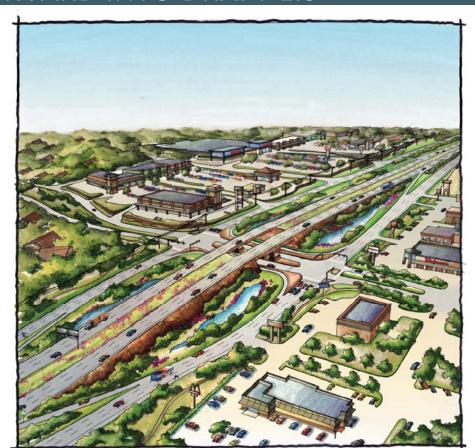
ALTERNATIVE 2: EXPRESSWAY

RECOMMENDED REASONABLE ALTERNATIVES TO BE CARRIED FORWARD INTO DRAFT EIS

US 281 and Evans Rd

ALTERNATIVE 2: EXPRESSWAY (NON-TOLL, TOLL, MANAGED)

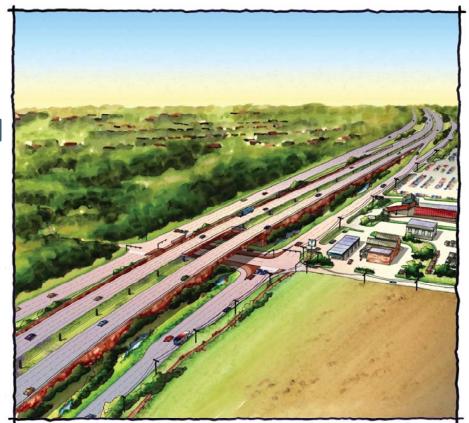
Preliminary and Subject to Change



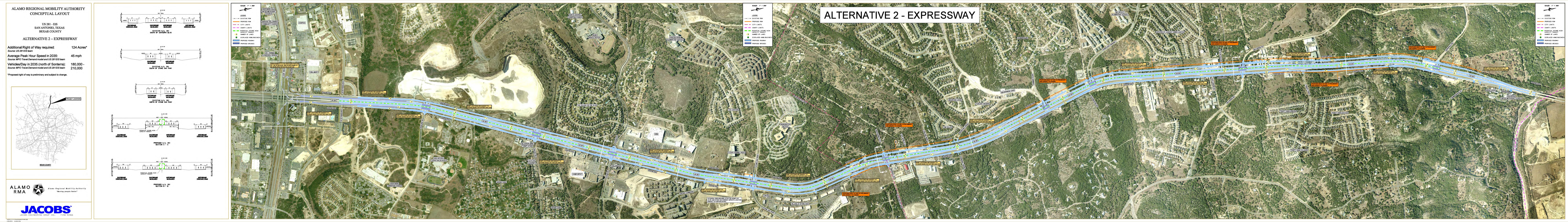
US 281 and Marshall Rd

ALTERNATIVE 2: EXPRESSWAY (NON-TOLL, TOLL, MANAGED)

Preliminary and Subject to Change







EXPRESSWAY ALTERNATIVE 3: EVATED

RECOMMENDED REASONABLE ALTERNATIVES TO BE CARRIED FORWARD INTO DRAFT EIS

US 281 and Evans Rd

ALTERNATIVE 3: ELEVATED EXPRESSWAY (NON-TOLL, TOLL, MANAGED)

Preliminary and Subject to Change



US 281 and Marshall Rd

ALTERNATIVE 3: ELEVATED EXPRESSWAY (NON-TOLL, TOLL, MANAGED)

Preliminary and Subject to Change





